7 TRANSPORTATION

Razorback Transit

Arkansas and Missouri Railroad


Dickson Street

CITY PLAN 2030

7.1 Street Network

ACCESS INTO FAYETTEVILLE. Primary vehicular access to Fayetteville is provided by state and federal highways that link this community to others in the region. Fayetteville is accessed by one Interstate, two U.S. Highways and via several State Highways.

In 1999, Interstate 540 (I-540) was extended northward to Fayetteville and Springdale. By 2001, I-540 reached Bentonville, connecting Northwest Arkansas to the Interstate Highway System for the first time. I-540 originally served as a bypass to the west of Fayetteville, but recent trends indicate that development will continue west of the freeway. To the east, State Highway 265 provides a similar function; however, due to its uncontrolled access, the efficiency of this route is not comparable to I-540. Highway 71B (College Avenue) is an alternate route for traffic to and through the Fayetteville and Springdale city centers.

Vehicular access from the east is provided by State Highway 45, entering the City approximately at its midpoint and also from State Highway 16 entering the city to the south. Both of these routes intersect and connect with State Highway 265 (Crossover Road) and Highway 71B. From the west, access is provided by State Highway 16 at approximately the city midpoint and
U. S. Highway 62 to the south. Both of these routes intersect and connect with I-540, and U.S. Highway 62 also extends east (as State Highway 180) to intersect with Highway 71B.

TRAFFIC CIRULATION. Privately owned motor vehicles represent the primary means of transportation within Fayetteville. In 1980, a total of 67,936 vehicles were registered with Washington County. By 1990, this figure had grown to 79,002 vehicles. In 2004, there were 98,025 vehicles registered in Washington County, an increase of 25 percent; however the county population increased by 66 percent. In 1990 the ratio of cars to people in Washington County was 1:1.4, which decreased to 1:1.9 in 2004. Despite the decrease in the ratio of cars to people, the 25 percent increase in cars on city roads has had an

effect on congestion, noise and accidents. Further, the traffic contributes increased energy consumption, pollution and creates expenses for the city in terms of street maintenance and traffic law enforcement. Fayetteville, in conjunction with the University and the State, will need to make decisions related to additional transportation facilities to provide adequately for traffic circulation and to offer transportation choices that may reduce the vehicle miles traveled.

As U.S. Highway 71B (North College Avenue) is the only continuous north/south route through the City, it necessarily serves as the major route for traffic circulation and residential/business access. At the city center, Highway 71B has an average daily traffic (ADT) count of 27,000 with a projected ADT of up to 36,000 by 2023. I-540 had ADT counts between 44,000 and 48,000 in 2005, but has a projected ADT of over 93,000 in 2024.

Other key north/south routes are State Highway 265 and Gregg Avenue. Neither Highway 265 nor Gregg Avenue are continuous for the length of the city, and they do not connect to continuous east/west streets. State Highway 112 also provides north/south circulation within Fayetteville; however, it functions primarily to provide access to the University from the north and west.

Due to better functioning north/south routes for traffic circulation, there are fewer key north/south traffic circulation routes than east/west routes. The more numerous east/west routes have been influenced by the same ridge lines that divide Fayetteville into the two (White/Illinois River) watersheds. As the ridge traverses Fayetteville at its center (in terms of development density), circulation routes become more numerous and less direct. An additional factor influencing traffic circulation is the Arkansas and Missouri Railroad line, which bisects the city in a north/south direction. Crossings of the rail line are expensive and present the potential for dangerous conflicts. These two factors have resulted in a circuitous street pattern in an east/west direction. East/west routes near Fayetteville's center include Poplar Street, Sycamore Street, North Street (connects to Wedington Road), Maple Street and Dickson Street.

Other key east/west routes are Joyce Boulevard, which is rapidly developing. Joyce Boulevard currently connects State Highway 265, U. S. Highway 71B and Gregg Avenue. State Highway 45 (Mission Boulevard), which connects to U. S. Highway 71B, is also a key east/west route. As Highway 45 (Mission Boulevard and Lafayette Street) enters the developed portions of the city, it becomes constrained by both topography and development. Highway 16E (Huntsville Road) provides the most nearly continuous east/west route which exists in Fayetteville. Like Highway 45 (Mission Boulevard), it experiences


U.S. Hwy. 71B

topographical and developmental constraints as it enters the developed city.

ACCESS TO THE UNIVERSITY. The University of Arkansas student population of 21,406 accounts for approximately 15 percent of the 2010 population of the City of Fayetteville. Due to the age of the student population (all are of legal driving age) and the fact that the University is the major employer within Fayetteville, the University is a major traffic generator and greatly affects circulation patterns.

Existing access to the University is provided by I-540 and then via State Highway 112 to (Wedington Road) or State Highway 180 (Martin Luther King Jr. Boulevard). After exiting to Wedington Road (east/west route), State Highway 112 (Garland Avenue - north/south route) provides entrance to the University. The 2008 average daily traffic at the entrance to the University on Garland was 15,000.

To the south, after exiting to Martin Luther King Jr. Boulevard (east/west route) from I-540, State Highway 112 (Razorback Road - north/south route) provides an entrance to the University. The 2008 average daily traffic count for this route was 15,000 vehicles.

Alternatively, traffic may exit I-540 onto Cato Springs Road, which connects directly to Razorback Road. ADT on this route was 7,100 in 2008. When compared to the route described above, the Highway 180/Razorback Road route provides the most direct path.

Access to the University may also be gained from Highway 71B (North College Avenue) via Maple Street and Dickson Street. North College Avenue and Dickson Street were original to the city and, as traffic patterns are difficult to change once established, this route continues to be the traditional entrance to the campus and is heavily traveled. ADT counts on Maple Street approaching the university were 5,500 in 2003 and have a projection of 8,000 in 2023.

SYSTEM CAPACITY. In order to assess level of service of City streets, traffic counts are made and average daily traffic (ADT) volumes are calculated. In September 2006, City of Fayetteville voters approved a bond issue for the purposes of improving the City's transportation system. The $65 million bond issue, along with State and Federal Funding of $24.6 million, is providing funding for numerous transportation improvement projects, including intersection projects, new locations, major widening projects, street enhancement projects, and bridge rehabilitation projects.

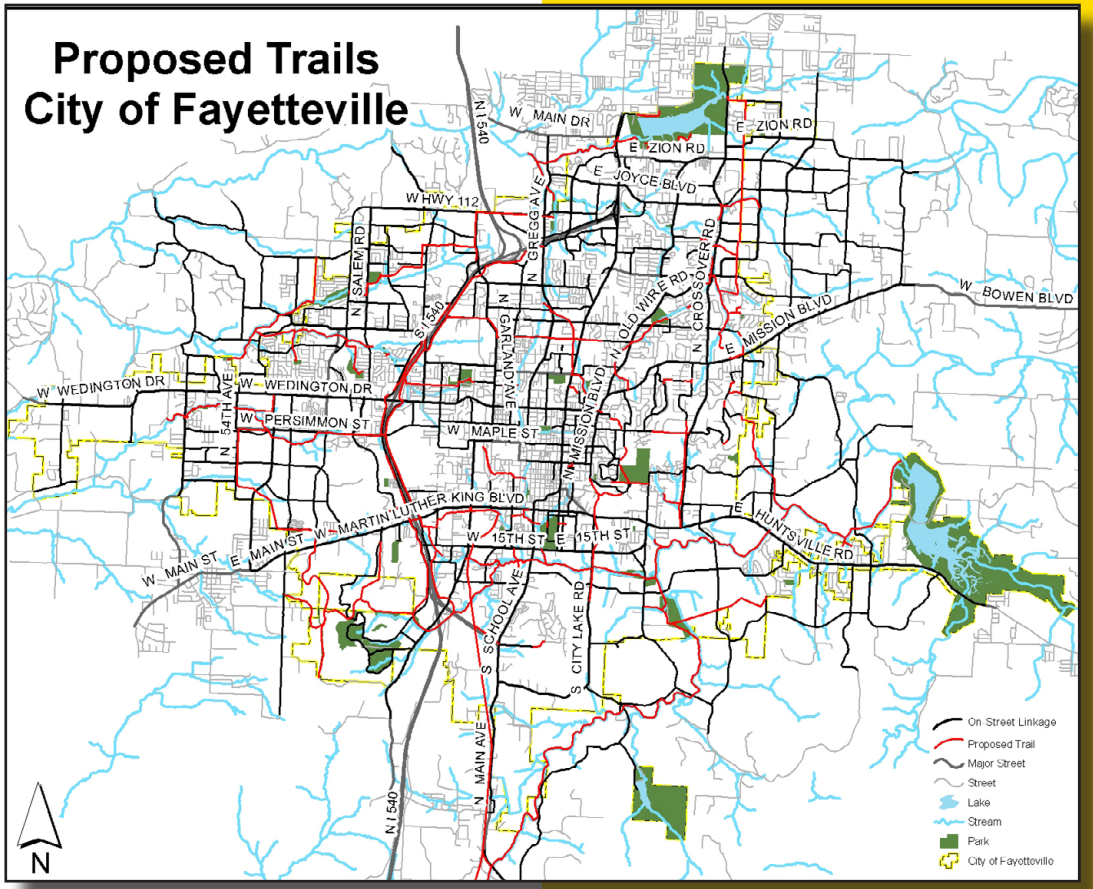
Notable projects include the widening of Crossover Road to a four-lane boulevard, the widening of Garland Avenue north of the University, the addition of a flyover onto the Fulbright Expressway and the extension of Rupple Road to Martin Luther King Blvd., which will complete a significant regional north-south corridor.

Razorback Road & Martin Luther King Jr. Blvd.

7.2 Pedestrian Mobility

TRAILS. The City utilizes two additional types of transportation in addition to the transportation system necessary for moving vehicular traffic and transporting people and goods within the Fayetteville area. These are sidewalks for pedestrians and a system of trails for hiking and biking. In accordance with the Master Street Plan, sidewalks are provided on both sides of all functional classifications of streets except for streets within the Hillside/Hilltop Overlay District. If called for by the Plan, developers are required to provide sidewalks in accordance with the Master Street Plan on any new street, or along existing streets that do not already have sidewalks. Many areas of the City do not have sidewalks or have discontinuous sidewalks because of the hilly terrain and historically inconsistent requirements for sidewalks. Fayetteville currently places a high priority on developing sidewalks, and the Capital Improvement Program has designated funds annually to upgrade sidewalks within the City.

In 2009, the Fayetteville Alternative Transportation and Trails (FATT) Master Plan was updated to incorporate newly completed trails and improve the overall connectivity of the system. The updated plan identifies corridors for the development of a 100-mile interconnected network of multi-use trails and 280-miles of on-street bike facilities to be constructed within the next 30 years.
Since the adoption of the FATT master plan in 2003, over 18 miles of multi-use trails have been constructed including 7.6 mile continuous backbone trail composed of Mud Creek, Scull Creek and Frisco Trails. These trails together connect the heart of the City from north to south and are utilized by over 1,000 people per day on average.



Scull Creek Trail Spur


Walker Park

CITY PLAN 2030

7.3 Public Transportation

Fayetteville is served by two public transportation systems—Razorback Transit and Ozark Regional Transit (ORT). Razorback Transit is a partially federally funded system operated by the University of Arkansas in a proactive effort to reduce traffic congestion and parking problems on the University campus. Its service is free to the public as well as students of the University. Between 2000 and 2010, Razorback Transit gave approximately 1.3 million rides per year. Razorback Transit operated sixteen bus routes serving the University, the Fayetteville Square, shopping malls, and medical and other service areas. The service varies based on the university calendar, which means the buses do not run during holiday seasons or college football games.

ORT, located in Springdale, Arkansas, serves the broader MSA and offers both limited demand service and fixed routes. The system currently operates in conjunction with local human service agencies, private operators and local government and costs between $.60 and $1.25 ride. ORT plans a broad expansion based on a report released in 2010 that provides a vision for public transit in Northwest Arkansas. The *Northwest Arkansas Transit Development Plan* offers an ambitious scaling up of Ozark Transit to make service more frequent and efficient, adjusting the system to better serve a rapidly urbanizing region.

	Current	Near-term	Short-range	Long-range
Peak Buses	12	11	34	59
Annual Hours	29,116	29,116	122,655	234,032
Annual Miles	496,862	488,788	1,570,137	3,178,511
Annual O&M Costs	$2.6 million	$2.6 million	$10.7 million	$20.2 million

Ozark Regional Transit- Current and Projected Fixed-Route Operating Requirements

7.4 Rail

A NORTHWEST ARKANSAS LIGHT RAIL TRANSIT SYSTEM

Beta-Rubicon, Inc, completed a preliminary feasibility study for a light rail transit (LRT) system in Northwest Arkansas in July 2005. The study examined the possibility of a "green" light rail system that would operate between Drake Field in Fayetteville and Bentonville. The study concluded that a LRT system is a viable option for the region but requires both public and private support.

The study concludes that the most cost-effective route would predominantly follow the current Arkansas-Missouri railroad line, utilizing existing right-of-way. However, the current estimate of costs ranges between $550 million to $1.24 billion. This cost will only increase as the price of land increases in Northwest Arkansas, which creates a sense of urgency in moving a LRT project forward.

The Northwest Arkansas Planning Commission has on mulitiple occasions applied for federal funding for an Alternatives Analysis, which is the first step in pursuing federal funding for a rail mass transit system. To date this funding has not been awarded.

The University of Arkansas Community Design Center published *Transit Oriented Development: Visioning Rail Transit in NWA in 2007*. "The study's goal is to mobilize the financial and political support needed to enroll NWA in the Federal Transit Administration's New Start program for public transit development" (UACDC). The Fayetteville City Council passed a resolution in 2009 supporting this initiative.

CURRENT RAIL

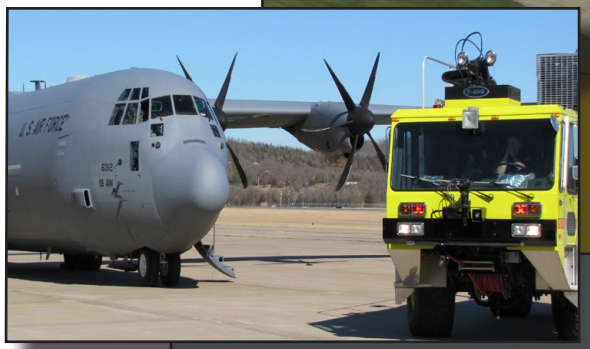
Fayetteville is served by an active rail line, the Arkansas and Missouri Railroad, which divides the city in a north/south direction and stretches from Monett, Missouri to Fort Smith, Arkansas along 149 miles of track. Though primarily a freight line, the Railroad also operates a tourist passenger train, making day trips originating in Springdale to local areas of interest. The Railroad has recently expressed interest in expanding freight services in the city and has been willing to discuss the potential for a commuter or special event passenger rail service in the future.

2007 University of Arkansas Community Design Center Light Rail Transit Study

7.5 Aviation

Fayetteville Executive Airport, Drake Field is a FAR Part 139 Class IV General Aviation airport located within 3 miles south of the heart of Fayetteville adjacent to Highway 71 with easy access to I-540. The airport serves the needs of private and corporate aviation along with unscheduled charter of commercial aircraft in support of the U of A sports teams. There are 111 aircraft based at the airport. There are eight T Hangar buildings with 81 individual units, the FBO hangar which can store up to 20 aircraft and six corporate hangars utilized by various corporations and the University of Arkansas. An aircraft maintenance hangar and an avionics shop are housed in separate hangars.

Drake Field is the premiere general aviation airport in Northwest Arkansas where Million Air, Fayetteville, the Fixed Base Operator provides personalized and professional customer, line and fueling services for airport customers. A FAR Part 141 Flight School provides a full compliment of pilot training services and another flight school provides individualized flight training. The Arkansas Air Museum and the Ozark Military Museum provide a wide variety of displays for the young and old.



Drake Field Airport

The airport leases space to several non-aviation related businesses. A catering business, an event florist, the US Postal Service and a Wildlife Management Group lease space in the Terminal Building. FAA Facilities Maintenance leases a building from the airport. The USDA Forest Service leases a large parcel from the airport for a Fire Fighting Base. Space is available at the airport for aircraft storage. The Airport can provide a ground lease for owner-built hangars.

Since 2007 aircraft operations (takeoffs and landings), and aviation fuel sales have decreased due primarily to a nationwide industry downturn caused by economic conditions and an increase in the cost of aviation fuel. Industry forecasts indicate slow but steady recovery beginning in 2011.

Staff is pursuing projects outlined in the 2005 Airport Master Plan Update and recently completed the first major project to upgrade the Runway 16 Safety Area by realigning Highway 71B. Projects for the future include the purchase of Runway 34 avigation easements, pavement overlay of the Terminal Apron and security upgrades.